by the Reading road, and it carried the dead to

This is a list of the dead as far as completed: RATEMAN, JAMES M., Bridgeton. BELL, H. F., Bridgeton. BELL, Mrs. H. F., Bridgeton. BURROCOUS, CHARLES D., Bridgeton. CARS, LYDIA, Bridgeton. CHESEY, JOHEFS, Bridgeton, CHESEY, NANNE, daughter of Joseph, Bridgeton DUBOIS, FRANKLIN, Deerfield, N. J. CKLER, CHARLES, Salem. FREET, JOSHUA, Bridgeton.

YARE, EDWARD, Reading engineer, Atlantic City PRESS, MARY ANNA, Bridgeton. Jourson, J. D., Bridgeton. SECT. Mrs. JACOB, Shirley, N. J.

COLDENTIE, S. H., Bridgeton, GOLDENITH, Mrs. S. H., Bridgeton, GREINER, JOHN, Bridgeton, HUGHES, HENRY, DOY, Bridgeton. LEEDS. TILLE, Pridgeton. LOPES, RESECCA M., Yorktown, M. J. LOPER, WILLIAM C., Bridgeton MAY, CHARLES, Palatine, N. J. MCGEAR, CHARLES P., Bridgeton. MURPHY, S. P., Millville, N. J. HURTA, CHARLES, 278 Pearl street, Bridgeton

PETERS, MORRIS, boy, 12 years old, sen of Joseph. Soor, CHARLES: not positively identified. SEIRERT, CHARLES, Bridgeton; not positively identi-SHEPPARD, Miss JENNIE, Bridgeton; nos positivel

SPAULDING, WILLIAM H., Philadelphia, union transfer agent of the Reading Railroad, TAYLOR, G. B., no address. THORNE, SAMUEL, baggage master Reading Railroad.

Atlantic City. TRENCHARD, RICHARD, Bridgeton. THENCHARD, Mrs. RICHARD, Bridgeton VAUGHR, WILLIAM, Bridgeton. WENTEELL, ELMER, 7 years old, Alloway, M. J. WESTEELL, Mrs. MARY, Alloway, N. J. Wood, D. E., shipping clerk, Camden.

This is a list of the intured:

UNIDENTIFIED DEAD. Two men, a boy about 4 years old, and three women, one of middle age, with a ring engraved

ALFRED, VIOLEY, Bridgeton; face cut and mess frac ARROTT, Mrs. E. A., Rhodestown; leg and arm broke es, CHESTER, Bridgeton; hip injured. BOUGHTON, WILLIAM, Bridgeton; Internal injuries. DU BOIS, IRWIN, 12 years old; injuries of head and

PRALINGER, Mrs. F., Philadelphia; broken leg, which was amputated; will die. Franker, C. D., Bridgeton; cuts on head. FRASIER, Mrs. C. D., Bridgeton: cuts on beach FRIESE, Mrs. RICHARD, Yorktown, N. J.; head badly

Gersey and Camden and Atlantic, incorporated in the Pennsylvania Railroad Company's system of Jersey lines, and the Atlantic City Rallroad, controlled and operated by the Philadelphia and Reading Railroad Company.

All three lines run out of Atlantic City on two approximately parallel tracks, the two Pennsylvania lines going out of one depot and crossing the same thoroughfare bridge, and the Reading line making its start about eight blocks below and crossing a bridge of its own a few hundred yards below the other. When once across the drawbridge a diverging single track swings the West Jersey trains off to the left and carries them out in an oblique course to a point about a mile and a half from the Reading drawbridge, where they cross obliquely and at grade the double tracks of the Reading Railroad Company. This intersection is marked by a single tower. ing which the West Jersey tracks parallel with the Reading's and go on to the main.

Watching trains approaching the shore at a distance it is difficult for the inexperienced eye to determine upon which tracks they will enter the city, and possibly, while thundering shoreward last evening, Reading Engineer Farr could not tell whether the excursion train was coming out upon the West Jersey or Camden

coming out upon the West Jersey or Camden and Atlante tracks.

About 400 people were brought down in the morning from Bridgeton, Millville, and Morris Hiver. They represented the Order of Red Men, and on account of their numbers two trains were made up for the evening return, one to depart at 6:30 and the other a few hours later.

The 0:39 was a few minutes behind in start-The 0:30 was a rew minutes coming in starting and after crossing the bridge was halted on the meadows to wait for a couple of downward trains. It was this delay that brought about the collision, and from George Houser, the man in the tower, and John Kreiner, the engineer of the Ill-fated excursion train, the story may be learned later.

Edward Fair, the Reading engineer, remained at his post while his engine ploughed her way through the special train, and was killed outright. But it is believed that Fair disregarded the red signal when it was flashed his way. Ho was running the express which leaves Philadelphia at 5:40 P. M. and is such here at 0:55. He thundered across the meadows at the rate of from forty to fifty miles as a hour, and came in sight of the excursion train just as the latter pulled ahead in the direction of the crossing. He may have been unable to distinguish upon which track the special was running. His only source of information as to what he should do was the light in the tower. Kreiner, holding the throtte on the other engine, knew that both traines must so over the intersection, lie got the white light to go over first, so the living say, and tried to make the goal. He failed, and one of the most harrowing railroad collisions of the time passes into history.

Striking the excursion train obliquely as it did, just as the engine and first car had cleared the big Reading fiver, the locomotive crashed through and crumbled up the remaining five cars, and toppled over, twenty-odd feet away in the marish.

Towerman Houser certainly set the danger

Towerman Houser certainly set the danger signal for the iteraling train when he gave the excursion the right of way.

The question is, did he set the signal in time for Engineer Farr to see it? Farr was an experisence engineer, and it seems incredible that he would rush past a danger signal down to a consing that was being approached by a train be emilt clearly see. Further, the Reading has the right of way at the crossing over Pennsyl-

vania trains, and, still further, an express has the right of way before an excursion special. It developed to hight that last night's ride, which ended in disaster and death, was, for Engineer Farr, at least, to have terminated in Engineer Farr, at least, to have terminated in a change of circumstances.

It was to have been his last ride on the engine, and the second man in the cab, who was also killed and whose identity has not been full established, was to have succeeded him in the

place.

Farr and his wife have been saving money for several years, and managed to accumulate snough to stock a little store on Atlantic avenue with cheap notions. To-day had been fixed for the beginning of the new career. BRIDGETON IN MOURNING. A Majority of the Dend and Injured Were from That City.

BRIDGETON, N. J., July 31. The city of Bridgeton, the county scat of Cumberland county, and the busiest city in southern Jersey. is in mourning over the death of many of its citizens. Altogether about 800 excursionists went to Atlantic City on the Red Men's excursion. Four tribes of Red Men from this city-Cahanzick Tribe No. 14, Niagara Tribe No. 136, Abwahneeta Tribe No. 97, and Tewah Tribe No. 197-participated in the excursion. The visiting tribes were: Chippewa Tribe No. 140 of

to aid. It seemed a very short time when a throng of thousands exthered, and when the police and dreinen from Atlantic City arrived to complete the work of rescue I came away, with others of the passengers who were undurt, feeling that we would now be a hindrance rather than a help."

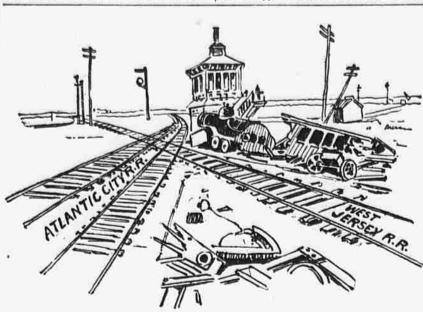
GREATER CITY CHARTER.

CITY BONDS THAT SHALL NEVER MATURE PROPOSED IN CHAPTER FI.

John McBride's Story. PHILADELPHIA, July 31,-John McBride, who vas on the Bridgton excursion train, lives in this city. He was accompanied by his wife and daughter. They were in the rear car. He said that as they were starting out for home he was suddenly pitched six feet from his seat. When he recovered he saw his wife and child lying together, and flashing by the windows was the Reading train, "I will never forget," said he, Reading train. "I will never forget," said he, "the scene that confronted us when we struggled out of the confusion and got to the ground. "There was the roar of escaping steam, the shouts of the unburt but terrified passengers, and the groans and shrieks of the dying. The engine of the Reading train was lying upon its side, a wreck; the baggage car had been smashed to splinters, a coach had been ton spart, and even on the roofs of the wrecked coaches lay the dead and the dying. All of us, as soon as we recovered our senses, went to work to rescue the unfortunates. This was a terrible duty. by buying them on the market.

Ahwahneeta Tribe No. 97, and Tewah Tribe No. 197—participated in the excursion. The visiting tribes were: Chippewa Tribe No. 140 of Centertown, Nemaha Tribe No. 159 of Palatine, and Artemus Tribe No. 148 of Shiloh.

The news of the disaster reached here at 8 were wrapped in sacks and blankets. When



He Had to Pass Three Signals, All Against

CAMDEN, July 31.-Station Master John Bodine of the "est Jersey and Seashore road says that he learned that Engineer Farr of the Reading train passed three signals, all against him. before the train crashed into the West Jersey excursion train. The first signal was 2,000 feet excursion train. The first signal was 2,000 feet away, and is known as the distance signal. Then he had to pass a home signal and finally the block signal at the crossing.

Engineer Kreiner of the excursion train told Bodina that he had stopped before reaching the crossing and blew his whistle to get the operator to give him the clear signal. He got a clear signal and started. He could not see the Reading train, but he saw a cloud of dust, indicating its approach. Farr had ample time to stop his train, but made no effort.

WHAT A PASSENGER SAW.

Mr. Price, Who Was on the Reading Train, Describes the Collision,

PHILADELPHIA, July 31.—The following account of the collision last night at Atlantic City between trains of the Reading and the Pennsylvania ratiroads is given by Julius B. Price, Jr. who arrived here on an early train this morning: "The 5:40 train of the Reading road in which I went down to Atlantic City," said he, " seemed to be making its regular time. I had a seat to myself, the second from the rear door of the regular smoker, back of the baggage car. As Pleasantville and Atlantic City, the train came to a halt with a severe joit. The shock was so pronounced, even in the second car, that it swayed us all forward, then back, and then forward again, No one in the smoker was hurt; I doubt whether learned later.

Edward Farr, the Reading engineer, remained to the forward car of those overturned. By the time we reached it, those of the passengers whom the collision had left able to free them-

whom the collision had left able to free themselves were scrambling out the windows. We helped as many as needed it, and then made our way into the car. Haif a dozen people were lying about inside amid the débris of seats. "It was here that we fully realized the horror of the accident. The first woman we took out had her leg cut off between the knee and the askle. A man we took out afterward evidently had his back broken. We get out as many a we could, but the cars were so badly smashed that it was impossible to remove all by the doors. We set to work dragging away portions of the shattered roof of the second car, and carried out a number through the opening.

"I saw at least twenty-five persons lying apparently dead on the bank, whither they had been removed. There were many others pinned in the débris who could not be freed without the aid of mechanical appliances. With one of the passengers in my car! helped carry a man who was internally injured to a spot where a number of others lay who had been hurt. On the way he told us that he feared his entire family was destroyed his wife, his child, and his wife's mother and father. As we lowered him to the ground a woman, all bandaged, came up and sank beside the sufferer, crying: 'Harry, Harry,' Oh, my God, he's dying!"

"At another place were a mother and child together. The mother, hurt internally, was unable to move. The child, also injured, cluing to her tour dress and cried to her for aid, but the woman could not speak, much less rgise a hand

child continued to fail, and yesterday Dr. Von Grimm was called in.

The Manhattan Hygienic Institute is a rather pretentious place on the first floor, and is well-furnished. A sign outside announces that steam baths and massage treatment are given by Gustav Koch, who makes no pretentions to being a doctor. Mrs. Ernst said last night that Koch, on his return, protested against the admission of the child on the ground that she was in a dying condition, but it was too laste to remove her. Most of the patients at the institute are paralytics. are paralytics.

THE PULLER SEA TRAGEDY.

Preliminary Hearing of the Charges Against Mate Bram and Scaman Brown. Boston, July 31. The preliminary examination of Thomas Bram, first mate, and Charles Brown, scaman, of the barkentine Herbert Fuller, on the complaint charging them with he murder of the Captain, C. J. Nash; his wife. Mrs. C. J. Nash, and A. W. Bremberg, was be gun to-day before United States Commissioner Fiske. District Attorney Hoar moved that both prisoners be tried together. This was ordered. The first witness was Frank Noehec, one of the crew. He testified that on the morning of the murder he heard Passenger Monks, the Harvard student, say to the mate:

"Don't you throw that board at me." Noehec swore that Mate Bram said that the second mate had quarrelled with the Captain after one of them had killed Mrs. Nash, and that one of them had murdered the other and

then committed suicide, Brown was asked if he knew anything about the murder and he answered, "No." When the axe was brought Brown grinned when he saw it, and Bram yelled as he threw it overboard. Brown did not wear the same clothes after the minder as before. He threw his pair of overalls overboard, saying: "I could be held as the murderer now. I have blood on my clothes." Witness insisted on putting Bram in irons. Bram said: "I am an innocent man," Noohec nut fivow in irons by the direction of Bram, and put Bram in irons by the direction of Bram, and put Bram in irons by the direction of the cook. Spencer. After the murder Bram appointed Brown first mate and Noehec second mate, so that when Bram and Brown were put in irons, Noehec was commander of the vessel. Religious service over the bodies was held and conducted by monks.

Lester H. Monks, the Harvard student, the passenger on the He bert Fuller, testified to some unimportant events previous to the murder. He had nothing for which to suspect Brown until he was told that Brown had washed some clothes. saw it, and Bram yelled as he threw it over-

"Count" Zubof Burled.

The body of Roman Ivanovitch Lipman, otherwise known as "Count" Zubof, was taken from the Morgue yesterday afternoon to the undertaking room of Winterbottom & Co., 638
Sixth avenue. Shortly afterward John J.
Griffin of the Alpine spartment house, who,
with several others whose names are not known,
paid the expenses of the bursal, accompanied
the body to Mount Olivet Cemetery, where the
interment took place. interment took place.

Three-year-old Boy Falls Into a Well. Three-year-old George Gunner of West Ho-boken, while playing in the yard of Mrs. John Purcell on Lake street, near his home, yester-day, fell into a well and narrowly escaped being drowned. Some carpenters who were working near by lowered a ladder into the well and dragged him out unconscious. A doctor revived him.

City Could Bedeem Them Only by Purchase in the Market-Savings Banks Presidents Doubt if Bonds So" Long" as That Would Be an Investment They Would Want, Chapter 6 of the tentative charter for the Greater New York, as drafted by William C. De Witt and David J. Dean of the sub-committee of the Greater New York Commission, was made public yesterday. It deals with the Department of Finance and for the most part follows, with the necessary changes, chapter 6 of the Greater New York City Consolidation act. But three are some noverties of which the most striking is a proposition that the gity shall issue "interminable" bonds-bonds which never mature and which it can cancel only

These are the principal new provisions relating to the rinking fund:

SECTION 119. There shall be a Board of Com-missioners of the Sinking Fund, composed of the Mayor. Chamberlain Comptroller, Presi-dent of the Council, and Chairman of the Fi-nance Committee of the Hoard of Aldermeo, with all the pawers and duties now assigned, designated, and reposed by law or ordinance in the Commissioners of the Sinking Fund, or the Mayor. Aldermen, and Commonalty of the city of New York, of the city o' Brooklyn, and of Long Island City, or the officers entrusted with similar powers or duties in either of the municipal corporations or parts of municipal with similar powers or dulies in either of the municipal corporations or parts of municipal corporations, including the county of Rich-mond, consolidated with the Mayor. Alder-men, and Commonalty of the city of New York by this act. The fund known as "the sinking fund of the

The fund known as "the sinking fund of the city of New York for the redemption of the city of New York for the redemption of the city debt," and the fund known as "the sibsing fund of the city of Brooklyn." and the like funds of each and every of the municipal corporations or parts of corporations by this act consolidated with the corporation known as "the Mayor, Aldermen, and Commonalty of the city of New York," and the counts of Richmond, shall be continued, and any excess there may be in said fund, after providing for the payment of the bonds and stocks of the city of New York as constituted by this act, payable therefrom, as provided by law, shall form a jund for the payment of other bonds and stocks of said city, as by this chapter provided.

All moneys and revenues of the Mayor,

vided.

All moneys and revenues of the Mayor, Aldermen, and Commonaty of the city of New York, or of the city of brookyn, or of Long Island City, or of any of the municipal corporations or parts of corporations consolidated as aforesaid, or of the county of Richmond, heretofore piedged and appropriated to and constituting and forming said sinking fund as hereby constituted, shall continue to be and the same are hereby piedged and appropriated to the said fund until all of said bonds and stocks of the city of New York as hereby constituted shall be fully and finally redeemed.

PRIMER OF THE DISASTER.

From a Next change, reviews, 8.7.1 hand badly present the control of th

rentheses, for the conduct of the city debt. Mr. De Witt says: "It will be more fully for nulated if it shall meet with the approbation of the Commis-sion and the general public. It provides for the eventual funding of the city debt in interminable bonds, for bonds for the payment of which, except as to the payment of interest, no definite period is fixed. It would relieve the city, if adopted, of the imperative necessity of raising from five to eight millions of dollars annually by taxation to swell its sinking funds. It has no model, unless it be in the character of British consols. It is particularly applicable to municipal debts in this State because of the section of the Constitution of the State which renders it impossible for any city to create a debt in amount excoeding 10 per cent, of the assessed valuation of its real estate. Under this constitutional provision there can be no sound reason why a city should be competled to pay off any portion of its debt within fixed periods of time. Liquidation of debt by a city is made use of only for the purpose of creating new and further debt. The tax payer pays off an outstanding obligation to the end imerely that another, obligation shall take its place. It may be therefore much where to permit the city voluntarily to raise annually only so much toward the payment of its debt as may be in keeping with the financial condition of the time, or needful to an economical conduct of its fluances. Arbitrary sinking funds were, of course, indispensable before the adoption of the ronstitutional amendment to which I have adualed; since it is guite apparent that when a large volume of bonds are to fall due at a given date, preparation to meet them count be be made in annual installments in anti-fration of their maturity, but with interminable bonds, never in whole to exceed 10 per cent, of the value of the real estate of the city, there could be no reason why the sinking funds should not be voluntarily instead of arbitrarily collected from the tax payer. The longer the bond has to run the higher is the price it will bring, and these bonds would run forever. The city could only redeem them by purchase in the market.

Such a provision has never been inserted in the charier of any municipality and there is only one instance of its laxing been tried by an American State. The most familiar example of a government security that runs for an indefinite period is the British consol, through the French reales are an example of the same thing. In this country the tica has never met with much favor, though railroad debentures, it is said, have been issued in that form. The State of Maryland some time ago issued bonds with much favor, though railroad about to this suggestion of what would amount to a perpendical debendure of the minerical period of th ceeding 10 per cent, of the assessed valuation

it. A few were heartly in favor of the suggestion.

William Hanhart, assistant comptroller of the Emigrant Savings Bank, said:

"I cannot approve the suggestion for indeterminate bonds. To begin with it is distinctly un-American. These proposed bonds could not be compared to British consols or French rentes and for this reason: In France and England the rate of interest varies only slightly; it may be said to be practically fixed,

and for that reason an investment in long-term honds is very desirable. In this country, on the other hand, the rate of interest varies greatly, and investors do not like to tie their money up for too long a peri-d.

"It is true that long term bonds have as a rule succeeded better than short term bonds, but this rule carried to its locical, theoretical conclusion would be found to be practically impossible. Twenty or thirty year bonds are the kind that we prefer. The city of Roston recently issued bonds running forty years, but though Boston's credit is very good, we did not take any of the bonds, as we did not cake any of the bonds, as we did not accordingly I say, speaking from the point of view of a saylnes bank's officer, that I do not believe that indeterminate bonds would be so successful as those running for a definite period. I also believe that it would be designed to intrust a body of municipal officers with the power to involve the city in perpetual debt."

with the power to involve the city in perpetual debt."

Mr. Brown of the firm of Blake Bros. & Co., extensive dealers in municipal bonds, said:

"To give my opinion offland I will say that I do not approve of indeterminate bonds for the city of New York. I do not believe that they would be as readily taken or that they could be disposed of at so low a rate of interest as those running for a fixed term of years. But a more innortant consideration is that I believe that such a debt a only be founded on a wrong principle. In borrowing money for an imprevenient a city has the right to incur a debt which shall extend, say, brondly over the life of the improvement. But it has not the right to incur a perpetual debt to pay for a temporary improvement, and of course, in the broadest rease, practically all improvement of the kind that a municipality would undertake is temporary. I object to the suggestion on principle."

J. Harsen Rhoades, President of the Green-

Harsen Rhondes, President of the Green

principle.

J. Harson Rhoades, President of the Greenwhele Savings Bank and of the Savings Bank
Association, was also analyst the innovation.

"I don't believe that savings banks would
care to invest in such securities at the rates
of interest at which they would take twenty
or thirty year boude," said he. "The bargain is too one-sided. In this courtry when
a debt is incurred by a state or municipality
it is incurred with the expectation that it will
be paid, and I do not believe it wise to depart
from that principle. The provision of a sinking fund enables a city to pay off its debt
gradually and easily, and it seems to me that
a proposal such as this, which is evidently
calculated to do away with the sinking fund,
is full of danger."

Those who favored the proposed change did
so because in their opinion it would be a
simpler, less clumsy, and, for the city, a more
profitable method of managing the debt than
the maintenance of a sinking fund. But the
balance of sentiment was decidedly against
the proposed change.

Other features of chapter 6 provide that
receivers of taxes shall be appointed to sit not
only for the "Borouch of Bowling Green office
in the borough halls of Brooklyn, Richmond,
and Queens, and receive there taxes for those
boroughs, Brooklyn taking in Williamsburgh
in this instance, and the Bowling Green office
taking in taxes for all the present city of New
York. Similar provisions are made for the
collection of assessments and arrears of taxes,
assessments, and water rents; and deputy
auditors, with the same powers they held under
the Consolidation act, are located in the same
borough halls. The Chamberlam also may c Consolidation act, are located in the same rough halls. The Chamberlain also may we a deputy treasurer in each of the bor The next chapter of the draft will cover the bepartment of Laws, and will be made public ome time next week.

RALLINGTON ROOTH ANGRY.

He Says Booth-Tucker Is Saying Untrue Things About the Volunteers. Bailington Booth, Commander of the Volunteers and ex-Commander of the Salvation Army

said yesterday: "I have read in the San Francisco press of the 24th instant the statement of Commander Booth-Tucker, and I am amazed that he can dare to continue thus to flagrantly misrepresent. the cause of the Volunteers. Such statements would be harmless in the East, only receiving riducule where the facts are better understood

Booth-Tucker knows he misleads the public in stating we have only two posts in the Volun-teers. We have 100 officered, organized, separate posts, and we are not afraid to leave the public to judge of their comparative strength, financially as well as numerically. He again wilfully seeks to damage the Volunteers by asserting we have 'many more foreign officers than American.' In our own head marters and New York regiment abone we have 171 officers, of whom neety-four are American horn.

"Such statements as the above are either the result of grossest ignorance or wiful intent to damage an American Institution, and the

enal advances.

Mrs. Hallington Booth visits California in October, and the public will then learn the truth from her leps. Fair-minded Americans will withhold judgment until then. For God and

DIVED TO HIS DEATH.

Eddie Moranda's l'atal l'iunge in a Ridge-Eddle Moranda, 18 years old, was fatally injured on Thursday afternoon while bathing in Wright's clay pond near his home in Tremont street near Crosby avenue, Ridgewood, L. I. A. brother and several other companions were also bathing at the time. Eddle immed in headforemest from a projection at one end of the pond and when he did not come to the surface, the other boys hastened to the spot and found him lying in the shallow water with his head resting one rock. He was unconscious and bleeding from a severe cut on the top of his head. His father and mother both ranto his assistance and carried him to the house. A physician was summoned, but the boy died soon after his arrival.

He was a member of the East New York Reformed Church Sunday school and a general favorite in the neighborhood of his home. found him lying in the shallow water with his

UPSET IN CENTRAL PARK.

A Livery Stable Given as the Address of

While two women were driving in a light dog cart down Bolivar Hill, in Central Park, yesterday morning, their horse suddenly shied and fell. The shafts of the carriage were broken and its occupants were thrown violently on the ground. They sustained bruises on the face and limbs, besides being badly shaken up. The horse started to run away, but was caught by Park Pollceman Dobson, who had witnessed the accident.

the accident.
One of the women described herself as Mrs.
Brown of 229 West Fifty-eighth street, and
said the other was her daughter. They were
removed to their home in a friend's carriage.
The address proved to be that of the livery
stable where the horse was boarded.

U. S. HAS MRS. HARRIS'S GLOVES Imported by Her Husband, R. W. Harris, and Seized on the Germanic.

Customs officers seized vesterday some small articles of women's appared that they found in the overcost pockets of R. W. Harris of Memphis, Tenn., a connection of United State Senator Isham G. Harris, who was a passensenator lanam of Harris, who was a passe ger on the Germanic. They consisted of glowsilk stockings, handkerchiefs, lace collars, as seven yards of trimming. Mr. Harrises plaint that he had taken them out of his trunks order to forward their by express to his wif who is sta watering place in the Ozark Mou tains, because he was obliged to go to Boste before going South. Nothing dutiable w found in his trunks.

Whiskey Making Suspended in Kentucky. LOUISVILLE, Ky., July 31. Whiskey making in Kentucky will be almost entirely suspended to-morrow for eighteen months. mittee appointed at a meeting of Kentucky dis-tillers on July 10 to bring about a suspension agreement met to-day and announced that they had got the signatures of all the bourbon and rye distilleries in the 12½ per cent allotment provided for.

Rest And recreation at sea and mountains will

not relieve that tired feeling unless the blood is rich and pure. Take

Hood's Sarsaparilla

The One True Blood Parifier. All druggists. \$1 Hood's Pills with Hood's Barsaparilla.

the second section of the second section is a second section of the second section of the second section is a second section of the second section sec

Stores close at one o'clockonly half a day remember, but then many prices are about one half, so it doesn't matter. Sack suits of serge, cheviot and

fancy mixtures-\$10.00. No reduction on suits of white serge, white fied ford cord, wool crash, brown lines, and nun's cloth; theap enough without it-prices start at \$10.50. White duck trousers, \$2.00, \$2.25, \$5.00 and \$5.50.

ROGERS, PEET & Co.

Prince and Broadway. Warren and Prosidway. Thirty second and Broadway.

ANCIENTS HOME AGAIN. The Servin Broke the R cord in Bringing

the Bostonians Back. Boston, July 31 .- At 5:30 o'clock this mornng the steamship Servia, in which the Ancient and Honorable Artillery Company made its rip to and from Europe, was sighted down the harbor. The Servia made the quickest time ever made between here and Queenstown. The time was 6 days 18 hours and 36 minutes. By 7 clock the vessel was docked. It was noticeable that the Custom House officials were not so rigid in their examinations as is usual with returning tourists, and the ceremonies of the immigrant inspectors were, of course, only formal. At 10 o'clock the bugle sounded the assembly and the cry of "Fall in" was heard. In a few moments more, to the tune of "God Save the Queen," the company moved from the vessel to the wharf. As soon as the members of the company touched American soil the tune changed

to "Yankee Doodle." A large crowd of people and a military escort were in waiting. With Col. Walker and his staff. narched Capt. Watts, First Officer Ritson, and Surgeon Clarkson of the Servia. The line of march was through various streets to the State House, where acting Governor Wolcott and members of his staff received them. Gov. Wol-cott spoke a few words of formal welcome, say-

cost spoke a few words of formal welcome, sayinc, in conclusion:

"The Commonwealth thanks you for your
conduct abroad, and feels that the honors which
have been shown to you have not been shown to
you alone, but as well to the Commonwealth
and to the nation. You have been the personal
recipients, but the State and the nation regard
the welcome and the courtesies as having been
extended to it and to them. The Commonwealth extends to you and to all in your command a most cordial welcome."

Col. Walker replied. He said, in part:
"Throughout our stay we have been made to
feel the strong ties which bind together those of
one blood. The consciousness of well doing
makes us proud."

makes us proud.

The company then marched to Fancuil Hall, where they were received by Mayor Quincy on behalf of the city, and where a collation was

sions. At the head of the first division were three trolley cars, the first containing a brass band, and the other two prominent citizens who do not ride bleycles. Then came the wheel-women of Plainfield, attired in natty bleycle costumes, and with their wheels gray with flowers and ribbons. Behind them rode their husbands, brothers, or aweethearts as an escort. The second division was made up of bicycle clubs from Plainfield and neighboring villages, and the third division consisted of the colored riders of Plainfield, headed by the Victor Wheelmen and the Oriental Bleycle Club. Behind them came the unattached wheelmen, many of them in grotesque dress. The paraders did not follow the trolley cars all the way, Attertain streets they branched off and rode through the residence parts of the town, joining the cars again at another point.

The houses in the streets through which the paraders went displayed flags and red and green lire burned, and Roman candles popped all the way. At the Heyere House the judges, Councilman George H. Frost, Mayor Alexander Guitert of Plainfield, and Mayor Benjamin A. liegeman, Jr., of the borough with others, reviewed the parade. The prizes will be presented to the winners to-day if the judges are able to agree as to just who are entitled to them.

agree as to just who are entitled to them.

200 MEN TO BE DISCHARGED.

The Capitol Commissioners Too Prodigal in Spending the State's Money.

ALBANY, July 31.-The Republican Capitol Commissioners-Lieut.-Gov. Saxton, State En-gineer Adams, Superintendent G. Wash Aldridge, Archimedes Russell, and Ira M. Hedgeshave been too prodigal in their expenditure of the \$310,000 appropriated by the Legislature to continue day labor on the Capitol. They must retrench at once, and to-morrow 200 employees on the construction force will be dropped. In ten weeks \$100,000 of the \$310,000 has been spent, and for the last two weeks the pay roll footed up within seven cents of \$27,000. This has been purely the result of swelling the pay roll by personal appointments of the Commissioners in violation of one of their own rules. When the appropriation of \$310,000 was asked for the Capitol Commission estimated that it would be sufficient to employ 400 skilled mechanics at day labor and complete that portion of the building to be built by the State, the other portions having been let to contractors. The Commissioners' rule had been to place men on the construction force and assign them to the Commissioner representing the section of the State they came from. Of late men have been set to work if their application received the OK of the Commissioner and in this way, without action and supervision of the whole Commission, the pay rolls have been swelled by these rersonal appointments till the last contained a list of 800 men. At this rate it would only take about fifteen weeks to exhaust the remaining \$210,000 of the appropriation and leave the work unfinished. Hence a halt has been ordered, and 200 of these individual appointees are to be dropped from the roll. This has been purely the result of swelling the

WARNED TO LEAVE GREAT NECK. A Tailor's Employee Accused of Ill Treating a Little Girt.

WHITESTONE LANGING, L. I., July 31.-In the village of Great Neck a few days ago it was re-ported that Jacob Steckler, a cutter employed in the tailor shop kept by A. Wolff, was guilty of improper conduct toward eight-year-old Jen nie Smith, the daughter af E. R. Smith, who runs a meat store a short distance from Wolff's

Steckler, the accused man, is 42 years old, and has a wife and five children. He protested that has a wife and five children. He protested that the charges were untrue, but he was placed under arrest on complaint of the child's father, and Squire Morrell pronounced him guilty of the charge and imposed upon him a fine of \$50, which was paid.

Wolff, the tailor, went to his shop on Tuesday morning and found this notice pinned on the outside of the door:

outside of the door:
Jacob Steckler.—Take notice, that if you are seen in
the village of Great Neck at any time after 12 o clock
noon on Tuesday, July 28, 1894, you will receive from
indignant citteens your just desorts. Heware.

Mr. Wolff said this afternoon that Steckler
was not in the village, but that he had gone to
the city on Wedneaday with the intention of
employing counsel to appeal his case. Wolff
said that Steckler did not have a fair trial.

A Brooklyn Policeman Injured.

Policeman Gorman of the Fulton street station. Brooklyn, jumped on No. 3 Hook and Ladder Company's truck while it was hastening to a fire in York street on Thursday night. He fell off as the truck was turning a sharp corner, and the wheel passed over one of his feet and crushed it severely. He was taken to the Brooklyn Hospital.

Born and Died in a Horse Car. Victoria Maruski of 17 Canal street gave birth to a child in a Dry Dock car when it was in Washington street yesterday. The child died before the arrival of the ambulance which was summoned to take it and the mother to the Hudson Street Hospital.

## CHINA LIKES AMERICANS.

WILLING TO TRADE WITH THEM AND GRANT CONCESSIONS.

Talk with an American Engineer Who Has a Contract to Build a Big Railroad There-Ho Bays the Chinese Preter Us to All Other Foreigners-Why This Is No. M. R. Jefferds, an American civil engineer and railroad contractor, was a passenger on the North German Lloyd steamship Lahn, which arrived in this city on Wednesday, Mr. ferds left London a year ago to travel in the East, but principally to look into the possible ties for the development of China as an American can market, and as a country affording advantageous opportunities for the investment of American capital. Mr. Jefferds was accompanied by Mr. Wong, an accomplished attaches of the Chinese Legation in London, who wind as his interpreter. Mr. Jefferds believes that the commonly accepted conception of the Chinaman's opposition to foreigners is entirely wrong. The Chinese prejudice that does raist is altogether justified by the narrowners and stupidity of those who have gone into the hast as representatives of Western civilization. In pursuing his present plans the American englneer has had to contend not only with the comand Belgian engineers, but also with the pro- udice around by the unscrupulous and since sighted policy of those to whom such privileges

Lave been granted in the past. "In the latter part of last year," said Mr. Jefferds to a Sun reporter yesterday, "his harellency Hau Yin-Ts'lang, Taotal of Kwangtongwho, by the way, is brother to the superintendent of the Peking graineries and Vice-President of the Board of Censurate -was appointed by their imperial Majestles the Princes Kung and Ch'ing, at the request of his imperial Majesty the Emperor, to secure subscriptions from Chinese capitalists and to organize the Lu-keo-ch'vao (Peking) and Hankow Halifoad Company. The decree permitted him to accept the subscriptions of foreign capitalists to the extent of 30 per cent. of the total sum required,

"The Chinese will not go into a company in which there are no foreigners. They mistrust one another. They regard a small proportion of stock in the hands of safe, reputable foreign investors as an assurance that the interests of the corporation will be carefully guarded. They are very jealous of any tendency toward foreign domination. They do not want forego workmen or foreign managers. They do want foreign "I had furnished his Excellency live with all

the necessary plans, specification mustra tions, and descriptions necestruction and equipment of tautrals at the American type. In consequence a rettract was awarded to me for constructing and equipping such a road. I was to subscribe to and pay for the stock to the extent of one-third of the estimated cost, the money to be furnished by higmated cost, the money to be furnished by ling-lish and American capitalists. Since his Fixel-lency Hau accepted my proposition in assumit quite recently been energetically engaged in securing Chinese subscriptions. He was litely superseded by them. Taotal, one of the most suc-cessful and induential business men in a dita. "Many conflicting interests have tred to de-feat the plans thus laid out. Up to the spream time they have not succeeded. It have been cabled for by persons now in charge of the rail-road organization to return to China at once to commence operations. The Chinase merchants, behalf of the city, and where a collation was served.

MANY IWINKLING WHEELS.

The Bicyclists of Plainfield Have Their Mideammer Carnival.

The midsummer carnival for which the bicyclists of Plainfield, N. J., have been preparing for the last few months took place last night and was a great success, despite the fact that many claborately decorated wheels suffered in the rath of Tuesday night, when a storm overtook the paraders before they had gone a block. Altogether there were some 700 wheels in line, and they were in charge of F. L. C. Martin, who is the originator of century runs.

Mr. Martin divided the parade into four divisions. At the head of the first division were three trelley cars, the first containing a brass band, and the other two prominent citizens who do not ride bleycles. Then came the wheel women of Plainfield, attired in naity bicycle costumes, and with their wheels gav with flowers and, ribbons. Behind them rode their third division was made up of bicycle costumes, and with their wheels gav with flowers and ribbons. Behind them rode their third division mass made up of bicycle costumes, and with their wheels gav with flowers and ribbons. Behind them rode their third division was made up of bicycle costumes, and with their wheels gav with flowers and ribbons lead to the colored riders of Flainfield. In the colored the containing a brass band the first division was made up of bicycle costumes, and with their wheels gav with flowers and ribbons. Behind them rode their third division was made up of bicycle costumes, and with their wheels gav with flowers and ribbons. Behind them came the unattached the first division was made up of bicycle costumes, and with their wheels gav with flowers and ribbons from Plainfield. The parader of the colored ribbons from Plainfield benefative of the colored ribbons

analogy. Let me give you a practical illustration of Chinese feeling toward foreigners. I was
in a Shangha! bank and was settling a bargain
at the cashier's desk.

"You Melican man—eh?" asked the cashier,
"Yee, said!.
"Me likee Melican man welly muchy," he
said.

said.

"Naturally, I was interested. 'Why,' I asked,
do you like the American man better than the
German and the Englishman?"
"Ger-man, heex plained, he takee he steeky i
he pokee me in backee and say "getty out a my
way." English man be takee he canee. He
strikee me in shoulder, he kickee me right hera.
He makee walkee in the gutter, muddy. Melican man, he come to me, he shakee hand, he
say "How do you do, John?" Me likee Mellcan
man."

say "How do you do, John?" Me likee Melican man."
"In going among the Chinese I pursued a consistently. American course of action: that is, I treated all men alike. A coolie, if he behaved himself, I treated as well as I would have treated the Emperor. The appreciation of this course i have already seen in the courtesice extended to me and in the contracts I have in hand, It is my purpose to proceed to China forthwith and begin operations without delay. Material for building and equipping will be purchased where it can be had in the best quality and for the least money. At the present time the best field for purchase is the United States. With this railroad enterprise started and with proper management we will have an advantage over all other nations of the world.

have an advantage over all other nations of the world.

"Recognizing this fact, a group of American manufacturers with headquarters in Chicago has organized the American-Chinese Chamber of Commerce in Shanghai. Preparations are now being made for the constructing of the building of that body in Shanghai, which will be in the nature of a permanent exposition for the display of the goods of American and Chinese manufacturers, and will also afford a pleasant meeting place for merchants of the two nationaities. China is worth our better acquaintance."

Mrs. Bohrer Was Properly Clad. Mrs. Bohrer, janitress of a tenement at 145 Hudson street, where John Oates was arrested on Tuesday at midnight for shooting promiscuously with a revolver at imaginary rate in his flat, says that she was properly clad when she called Policeman Redmond to make the arrest. The story, which was printed on Redmond's authority, described Mrs. Rohrer as conhed in a single white garment, and said that she leaped at his neck in her joy at finding a policeman a last. Mrs. Bohrer was deenly pained that it should be said that she did anything like that She says that she wore a dark skirt and a cloak, and that, being a respectable widow, she did not teatify her joy at finding the policeman in an unseemly fashion. called Policeman Redmond to make the arrest

Howard Robinson Benedict's Funeral,

The funeral of Howard Robinson Benedict. nephew of E. C. Benedict, the banker, who on July 21 was married a few hours before his leath to Miss Margaret Lloyd of Cincinnati. took place yesterday afternoon from the residence of E. C. Benedict at 10 West Fifty-first street. The foneral services were conducted by the Rev. Dr. Thomas S. Hastings. The brider a day was present during the services. The uniterment took place in Woodlawn. The functional services are a serviced as day for the first took place in Woodlawn. The functional was delayed until yesterday in order to swall the arrival from Europe of Mr. Benedicts parents.

Funeral of Edmund Randolph Robinson.

The funeral of Edmund Handolph Robinson, member of the Civil Service Commission, took place yesterday from St. George's Episcopal place yesterday from St. George's Episopial Church, Sturyesant square. The services were conducted by the Rev. Dr. McQueir of Bedford, N. Y. The pallbearers were William C. Whit-ney, Peter Marie, Charles Marshall, F. Thomb-son, B. C. Ward, E. L. Godkin, R. Asilurst, if Fox, E. P. Wheeler, James R. Derby, and C. M. Hough. There was no funeral address. The interment was at Hedford, N. Y.

Burned by Exploding Fireworks. Julius May, 10 years old, a packer of fire

works at the factory of the Climax Company Graniteville, Staten Island, was at work alone in a little shed yesterday when an explosion ofcarred. The building was wrecked and May's clothing was ignited and nearly burned from his body before the flames were extinguished by other workmen. May was removed to the Smith Infirmary, where the result of his injuries has not been determined.